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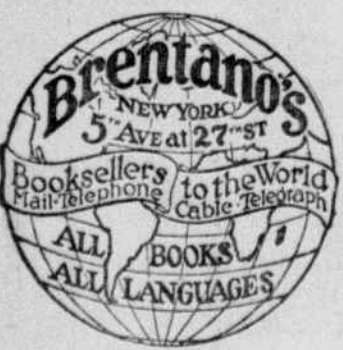
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PORT BILL, FIFTH OF MILLER'S BIG REFORMS, PASSES

Albany Senate Follows Lead of Assembly by Final Vote of 31 to 11.

CITY INQUIRY KILLED

Measure Increasing Tax on Motor Vehicles Goes Through, 29 to 17.

VOTING MACHINES WIN

Bill to Allow Jews to Open Stores on Sunday Is Defeated in Assembly

Special Despatch to THE NEW YORK HERALD.

New York, March 23.

The New York port development bill, clearing the way for comprehensive improvement of New York harbor, was passed by the Senate today by a vote of 31 to 11. This measure, whose provisions the Governor called second in importance only to transit, is the fifth of the big constructive features recommended in the Governor's programme which has been approved by the Legislature. The four other proposals are reorganization of the industrial and tax departments, prohibition enforcement and the transit bill. Both houses made rapid progress through their calendars today. Local bills were rushed along. The annual appropriation bill was advanced in the Senate.

The Assembly recommitted the Burlingame-Haynes bill, providing for an investigation of New York city and division of its charter by a commission of twenty-three. This means its death, it is believed.

Two States to Work Together.

The port development bill authorizes New York State to enter into a treaty with New Jersey for the establishment of the "Port of New York authority," which is to draw up and carry out a comprehensive plan for development of New York harbor and its surrounding territory. A tentative plan has been drawn by port development commissions representing the two States.

Democrats in the Senate assailed the bill on the ground that it took from New York control of its docks and forced the city to pay for the development of real estate along the New Jersey coast. Senator Downing declared its main purpose was to promote real estate transactions extending as far south as Atlantic Highlands.

"It takes away the last thing left us, our water front," lamented Senator Boylan.

Senator Boylan was surprised when the majority leader read a section which specifically stated that the city's property could not be taken without its consent. Senators Burlingame and Karle were the only New York Republicans who joined the Democrats in opposing the bill.

The bill increasing the tax on motor vehicles was passed, 29 to 17. It increases the tax on passenger cars from 25 to 40 cents a horsepower, and 50 per cent to the tax on light motor trucks and doubles those on the heavy trucks. Senator Walker insisted that the increase on motor trucks would be reflected in the cost of food, building material and other commodities.

Senator Lusk replied that automobiles were taxed so little in this State that they had become a favorite. He said that the assessment on them was less than in any other State in the Union and that the highly paid president of automobile organizations boasted of this to their clubs as well as of the fact that New York has paid out more than any other State for good roads. He added:

"One club added 8,000 members at \$5 a year each on the argument that they should help beat this bill, which will not add more than \$3 a year to their fees."

Taxes on Motors and Houses.

Senator Lusk said that a car which costs more than \$3,000 will pay a tax of less than \$20.

"This is a luxury," he contended, "while the tax on an ordinary working man's home, an absolute necessity, will average \$30."

The vote on the passage of a New York city voting machine bill was 26 to 10. The Democrats objected to the mandatory provision of the bill.

The Assembly, 95 to 21, beat the Dickstein bill to permit Jews to keep their stores open on Sunday.

Senator Picher introduced a bill prohibiting the transmission of money to foreign countries by agents not licensed by the State Comptroller. Senator Cottile declared that the bill, offered as a substitute to his bill, exempting steamship companies, reaching only their sub-agents. It will only add, he said, to the existing evils. The Cottile bill will come up for final passage Monday and a fight is expected.

A bill by Assemblyman Brady would relieve street surface railroad companies from the obligation of paying any part of streets except as required by the Public Service or Transit Commission.

Senator Lusk introduced a bill requiring the words "State of New York for official use only" to be placed on every motor vehicle owned by the State. The bill results from the practice of State employees using State cars for pleasure purposes.

MILLER IN LAKEWOOD TO FINISH HIS REST

Has No Political Talks—Returns to Albany Today.

Special Despatch to THE NEW YORK HERALD.

LAKEWOOD, March 23.—Gov. Miller of New York, who slipped quietly into Lakewood while almost every one believed he still was playing golf in Atlantic City, will start to-morrow morning for New York city and is expected to return to Albany in the late afternoon.

Denying reports that the Governor had come here to consider the personnel of the Transit Commission, W. Ward Smith, the Governor's secretary, said tonight that the Governor had come here merely to complete the period of rest for which he left Albany.

Mr. Smith said the Governor did not confer here with political leaders, nor did he talk with any one on official business.

TURTLE WAKES AND JOYS OF SPRING RULE STATEN ISLAND

200-Year-Old Harbinger Ends Winter Siesta and the Big Feed Which Officially Marks Entrance of Vernal Days Will Be Served Saturday.

The borough turtle of Staten Island is awake. For the first time since October 23 last, when he sank back into his carapace for the winter, his back, his head, his neck have been seen. He has winked thrice—once with the left eye, twice with the right. He has been taken out of his apartment for a test of his legs and they worked. And now, on Saturday next, he is to be fed, and the feeding of the borough turtle is the festival of spring on Staten Island.

When the turtle wakes, that is spring. Surfer than the cheap of the true climbing tadpole; surer than the rustle of the crocus murmuring to its mate; surer even than the sprouting of the skunk cabbage in the marshes of Moriches; surer of all the signs of nature is the awakening of Barnabas, the Staten Island turtle, the snapper that Mr. Bell's boy caught and carried on a pole to the museum of the Institute of Arts and Sciences in Tompkinsville.

In October he ate one-quarter of a pound of raw meat. Thus weighted, he sank to the bottom of his aquarium. There, motionless, self-immured, he has slumbered five months. The anxious watchers of the island have usually

detected the first sign of life after this hibernation on St. Patrick's Day. This year, oddly enough, the turtle is late. Premature atmospheric warmth did not fool him. He snored and moved not. Tiptoeing into the aquarium to consult their infallible weather prophet, the islanders, day after day, found him still asleep.

Then on Monday last the stretching of the neck, the winking, a tentative movement of the flippers, C. W. Leng, director of the museum, flamed the fair tidings over all the island. The borough turtle was awake. The islanders, this apportioned, set about debanking their cellar windows and tossing off great globes of sulphur and molasses; and now dead leaves, raked into neat piles, burn like so many beacon fires.

On Tuesday evening when all the public was safely out of the museum the borough turtle was lifted from the aquarium and set upon the floor. He catered to and fro as spry as a toad, and he was propelled on a roller by a spring. He was quite his old self, his 200-year-old self. Wistfully he snapped at imaginary flies. This is the turtle's sign of hunger. Saturday's ceremony of feeding is set for 10 A. M. and from that hour, by official pronouncement and popular consent, will date Staten Island's spring.

I JOB FOR SURROGATE, SAYS BAR ASSOCIATION

Campbell's Two Bills Among Nineteen Disapproved.

"A Surrogate cannot serve two masters. He must either resign his office or decline to place himself in a position confessedly inconsistent with his sworn official obligations," says a report of the committee on the amendment of the law of the New York City Bar Association in condemning two bills by Senator W. W. Campbell of Lockport which would permit Surrogates to practice law in Surrogate's courts under certain conditions.

"The theory of the judiciary article of the Constitution," the report continues, "is that wherever it is possible County Judges and Surrogates should be debarred from practicing their profession. This bill manifests a deplorable tendency in the opposite direction."

The only bills approved in this second report of the committee on pending legislation are Senator Walton's bill to amend the civil practice act generally, containing suggestions of the convention of justices and lawyers; and Senator Campbell's bill in relation to contracts for monopoly and to provide for the protection of consumers; Assemblyman Zimmerman's bill to amend the civil practice act in relation to actions in which security for maintenance of wife and child will be required and Senator Duell's bill constraining the word "issue" when used in testator's will.

In all nineteen bills are disapproved, including that of Senator McCue for the appointment of Municipal Court Justices as official referees and that of Assemblyman Everett punishing a wife who abandons her husband and requiring her to pay a reasonable sum weekly for his support.

"We cannot view this amendment as one seriously conceived and look upon it as introduced in jest," the report states. The chairman of the committee is Louis Marshall.

DISORDER DEVELOPS AT ALBANY HEARING

Fight Is Over 54 Hour Week Law for Women Workers.

ALBANY, March 23.—Disorder marked the hearing today before the Assembly Labor and Industries Committee on the Bill which is intended to give women equal opportunity with men in the industrial field by repealing the section of the labor law prohibiting women 21 years old or more from working more than fifty-four hours a week.

Assemblyman George E. D. Brady, chairman of the hearing, was compelled to restore order several times when proponents and opponents of the measure launched personal attacks upon one another.

Miss Ella M. Sherwin, president of the Woman's Equal Opportunity League of New York, declared in urging favorable action that women now are being forced out of industries in which they do not predominate. She charged the law was being enforced only in industries where women do not predominate, whereas in the garment industry, where women workers are in the majority, violations are prevailing in large numbers.

Other advocates of the bill contended that the women workers did not want the fifty-four hour law, never did desire it and would welcome its repeal.

Enactment of the bill, Miss Teresa Severin of the Walters' Union of Boston, also said, would mean a "twelve or fourteen hour day" for waitresses, and for this reason she was opposed to it.

ENDS LIFE OFF BOARDWALK.

A man, who has not been identified, committed suicide at Brighton Beach last night by jumping from the boardwalk at the foot of Derby street. His body was brought ashore by life guards and taken to the Coney Island morgue.

The man was about forty years old and carried in his pocket a card of Dr. John Coyle of 220 East Thirty-third street. Manhattan. Dr. Coyle was unable to identify him.

MIXUP WILL DELAY TUNNEL BUILDING

New York and New Jersey Commissioners at Odds Over Street Widening.

SECRETARY QUILTS POST

Jersey End of Project Will Lag Because Funds Are Not Available.

T. Albeus Adams of Montclair, chairman of the New Jersey Bridge and Tunnel Commission, estimated that construction work on the new vehicular tunnel would be retarded about three months as a result of the controversy that has arisen between the New Jersey Commissioners and the New York Commissioners. At the meeting of the joint commission held Tuesday in the Hall of Records the difference of opinion as to what arrangement should be made with the Erie Railroad at the Jersey end of the tunnel became sharp to the point of bitterness and several harsh statements were made by the conflicting groups.

The row within the commission brought on the resignation of E. Morgan Barradale, secretary of the New Jersey body, who quit because he didn't like the letters that Chairman Adams had been writing to him. According to the chairman, Barradale had been careful not to exhaust himself in office work.

The controversy over the Jersey end of the vehicular tunnel arose when Commissioner Barradale of the New Jersey body reported that at a special meeting of the Erie Railroad committee of the commission on Monday the members had not been able to agree as to the wisdom or propriety of the tunnel commission paying the cost of widening Fourteenth street, Jersey City, for six blocks, as requested by Jersey City. Commissioner Barradale said that the New York Commission had never been notified that a promise of this had been made by the New Jersey Commission to the city and to the railroad. He intimated that the Jersey City officials were trying to "slip something across."

The remarks from Mr. Barradale set Commissioner Boyle of the Jersey body going. Mr. Boyle has been working hard to get the project at the Jersey end of the tunnel completed. He explained heatedly that the facts and circumstances should have been perfectly familiar to all members of the New York Commission and the New Jersey Commission, and that he was amazed at the attitude that had been taken by the New York members.

The New York members entered into an agreement made last August in which it was understood that Jersey City would turn over Eleventh street to the Erie Railroad for yard purposes, provided that the commission, in taking over the Twelfth street property now occupied by the Erie, would agree to widen Fourteenth street, the exit from the tunnel, and Twelfth street, the entrance to it. Now that the agreement, which was a fair and just proposition, had been made, Mr. Boyle said, he believed it should be carried out. Chairman Adams and Commissioners Boetger and Shea supported Boyle.

RESUMPTION OF FERRIAGE.

The ferry from the foot of Dyckman street to Interlaken Park in Jersey will reopen for the summer season on April 1, it was announced yesterday.

OUTLINES PLAN FOR FREIGHT TERMINALS

J. Bleecker Miller's Proposal Unopposed at Hearing Before Estimate Board.

GOES TO A COMMITTEE

O'Brien Reported Preparing to Start Taxpayers' Suit in Fight on Transit Bill.

A public hearing was held yesterday before the Board of Estimate on the proposed solution of the problem of freight terminals, transportation and waterfront along the West Side. In announcing the object of the hearing Mayor Hylan said that, having been accused of doing nothing, he wanted to show that his administration was doing all it could to relieve the situation.

J. Bleecker Miller, Assistant Corporation Counsel, explained that it had been proposed to divert the New York Central freight tracks to the north side of the Harlem River, to Randalls and Wards islands, thence by tunnel and subway down the East Side of Manhattan, crossing to the West Side below Fifty-ninth street. No one appeared to oppose the plan and it was referred to a special committee consisting of John P. O'Brien, Corporation Counsel; Murray Hulbert, Commissioner of Docks, and Grover A. Whalen, Commissioner of Plant and Structures.

Reginald Pelham Bolton, who is identified with several Washington Heights organizations, said he thought the plan was a good one, inasmuch as it would permit the city to establish municipal coal storage yards.

Corporation Counsel O'Brien said that the bill creating the first Public Service Commission, when Charles E. Hughes was Governor, was submitted for the approval of Mayor McClellan, and was vetoed by him. The Corporation Counsel argued that was a precedent for submitting the present transit bill to Mayor Hylan. He quoted Mayor McClellan as saying that he disapproved the first bill as destructive of home rule and because it gave no guarantee that the commission would not be composed of political partisans.

It was reported that the Corporation Counsel now is considering the feasibility of attacking the Miller commission plan by the institution of taxpayers' suits as well as by injunction. It is known that whatever course the fight may take, the city will seek an injunction to restrain the new commission from making any temporary increase in fares, pending final decision on the ground that such an increase would be in violation of existing contracts.

JAP VICTIM'S BODY IS HOME.

Lieut. Langdon's Brother, an Ensign, Is Escorted Across U. S.

Boston, March 23.—The body of Lieut. Warren H. Langdon, killed by a Japanese sentry at Vladivostok in January, arrived today at the home of his parents in Jamaica Plain. He will be buried to-morrow with naval and Masonic honors.

The body was accompanied from San Francisco by Ensign Cecil G. Langdon of the United States steamer Salem, brother of the Lieutenant.

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